

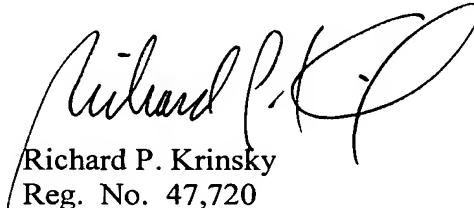
REMARKS

This Preliminary Amendment is to clarify portions of the Application, including the Specification and Claims, and to add a replacement Abstract of the Disclosure. Also included is a Substitute Specification, a marked-up copy of the Substitute Specification showing the changes made and an English-translation of the International Application. No new matter has been added.

The Application is now in condition for allowance, and such is respectfully requested.

It is respectfully requested that, if necessary to effect a timely response, this paper be considered as a Petition for an Extension of Time sufficient to effect a timely response and shortages in other fees, be charged, or any overpayment in fees be credited, to the Account of Barnes & Thornburg LLP, Deposit Account No. 02-1010 (566/44949).

Respectfully submitted,



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Brake disk, especially for a rail vehicle

BACKGROUND AND SUMMARY

[0001] The present ~~invention~~ disclosure relates to a brake disk, ~~especially~~ for a rail vehicle, ~~according to the preamble of claim 1.~~ The brake disk includes at least one friction ring which is provided with radial grooves and is fastened by clamping bolts to a hub, which can be secured to a shaft or a wheel disk. Sliding elements are connected to the hub or the wheel disk and engage in the radial grooves for anti-rotation locking and centering of the friction ring.

[0002] Such brake disks, which are used as “axle-mounted or wheel-mounted brake disks”, are subjected during operation to considerable mechanical and thermal stresses, which require special design measures in order to firstly ensure the requisite safety and secondly permit reasonably practicable assembly and dismantling for exchange purposes.

[0003] Since the friction rings expand due to the heating which occurs during the braking, simple centering by cylindrical seating on the hubs of axle-mounted brake disks, in particular in the case of two-piece high-performance brake disks, does not suffice. It is therefore known to fasten sliding elements in the form of sliding blocks to the hub, ~~these~~ These sliding elements ~~being~~ are guided in radial grooves of the respective friction ring, so that the friction ring can certainly expand radially, but the centering is retained by the lateral fixing of the sliding block in the radial groove. This equally applies to wheel-mounted brake disks, in which the friction rings are held on both sides of a wheel disk in a centered and rotationally locked manner.

[0004] The sliding blocks therefore prevent a radial displacement of the respective friction ring from occurring due to the applied braking torque or due to dynamic shocks, thereby possibly resulting in ~~inadmissible~~ unacceptable unbalance.

[0005] In addition, friction rings made of ductile materials, for example steel, may shrink during operation due to plasticization processes in the friction surfaces, caused by high braking power and high temperatures. In this case, the friction rings, for exchange, can no longer be released from the hub without any problems.

[0006] The sliding blocks are also used in order to prevent this, so that the friction rings, as mentioned, can expand or shrink concentrically, the cylindrical play between the friction disk and the hub being designed to be correspondingly large for this purpose.

[0007] The use of such sliding blocks in wheel-mounted brake disks is known, for example, from EP 0 683 331 B1, EP 0 589 408 B1, EP 0 644 349 B1, DE 197 27 333 C2 and DE 100 47 980 C2.

[0008] The solution, ~~shown and described therein,~~ to the problems described by means of sliding blocks has proved successful in principle. However, the realization of these connections is only possible at a relatively high production cost, which precludes optimized manufacture from the cost point of view.

[0009] Furthermore, only a very small number of sliding blocks are used, normally three to six, which are dimensioned to be correspondingly large on account of the requisite load absorption and therefore take up a large amount of space. An additional drawback is non-uniform load transmission together with the resulting stresses due to the known arrangement and design of the sliding blocks.

[00010] The conventional dimensioning of the width of the sliding blocks (about 15-60 mm) leads to an increase in play of the sliding guide, that is to say of the radial grooves, due to the temperature differences which occur during operation of the brake disk. This temperature difference between radial groove and sliding block may amount to several hundred degrees C in friction rings. For example, a groove width $b_N = 20$ mm and a temperature difference $\Delta T = 200$ K may be assumed. Thus:

[00011]
$$\Delta b = b \cdot \alpha_{th} \cdot \Delta T = 20 \cdot 10^{-5} \cdot 200 \text{ K} = 0.04 \text{ mm}$$

[00012] This value appears to be small, but in the case of friction ring masses of about 100 kg (average size) means unbalance of $U = m \cdot e = 4 \text{ gm}$ (e = eccentricity). This value already amounts to more than half the ~~admissible~~ acceptable unbalance in the case of high-performance brake disks.

[00013] As already mentioned, it is very costly to make the radial grooves and the sliding blocks, especially by the requisite machining.

[00014] ~~The object of the present invention is therefore to further develop~~ present disclosure relates to a brake disk of the generic type in such a way such that its operability is

improved and more cost-effective manufacture is made possible.

[00015] ~~This object is achieved by a brake disk which has the features of claim 1.~~ The present disclosure relates to a brake disk for a rail vehicle. The brake disk includes a hub and at least one friction ring having radial grooves and fastened by a clamping bolt to the hub. The sliding elements include a shank and are connected to the hub. The sliding elements engage in the radial grooves for anti-rotation locking and centering of the at least one friction ring. The sliding elements extend parallel to an axis of the clamping bolt.

[00016] ~~The invention~~ present disclosure ~~permits for the first time, instead of a few sliding element guides, a larger number of "miniature sliding element guides" which prevent, for example, the disadvantages~~ problems ~~described with reference to the prior art with regard to different expansions of the sliding elements and of the radial grooves with the, and consequences arising therefrom. To this extent, the invention~~ The present disclosure ~~offers a noticeable improvement in operating safety, in particular since no appreciable unbalance is produced in this connection.~~

[00017] ~~The~~ A ~~manufacture of the brake disk, according to the present disclosure, also becomes simpler and more cost-effective due to the invention. If~~ When ~~the sliding elements are actually produced, i.e. for example, machined~~ from a semi-finished product or a standard part, this can be done with little outlay. This equally applies to the incorporation of the radial grooves in the friction ring, it being possible for said radial grooves to be produced with very little outlay.

[00018] ~~According to an advantageous development of the invention~~ the present disclosure, ~~provision is made for a radial groove and an engaging guide pin to be assigned to each clamping bolt, with which the friction ring is fastened to the hub, the~~ A ~~respective radial groove, starting from a through-hole for passing the through-bolt through, is extended outward or inward toward the center longitudinal axis of the hub. In each case, the incorporation~~ Incorporation ~~of the radial groove in this region is especially simple.~~

[00019] Due to the small dimensions of the guide pins forming the sliding elements, in particular with regard to the cross-sectional dimensions, and an accompanying reduction in play during heating between the guide pin and the radial groove, an improved centering effect is achieved.

[00020] ~~Whereas the~~The play mentioned with respect to the prior art and caused by temperature differences is, for example, 0.04 mm[[;]] at a groove width of 20 mm[[;]]~~this~~. The play, in accordance with the present disclosure and with a guide pin inserted and at a width of the radial groove of 5-10 mm, is reduced to 0.01-0.02 mm, so that the. Thus, a quality of the centering is more than doubled.

[00021] The guide pins are ~~expediently~~ inserted into holes of the hub in the case of an axle-mounted brake disk or into holes of the wheel disk in the case of a wheel-mounted brake disk,~~said.~~ The holes likewise being kept correspondingly small, so that, despite the larger number, the weakening of the material is slight and the strength of the component is increased. This is especially important in the case of brake disks in which the locating holes are incorporated directly on the wheel web.

[00022] ~~The A larger number, now possible,~~ of sliding elements ~~forming forms~~ a form fit and permits in interaction with the radial grooves a more uniform transmission of the braking torque from the friction ring to the hub or the wheel disk. ~~The A larger number of~~ friction ring connections also permits the transmission of a higher braking torque, the number of guide pins depending on the proportion of braking torque which is to be transmitted by a form fit.

[00023] The arrangement of the guide pins is to be selected according to the number of connecting lugs of the friction ring or of the screwed or bolted connections,~~but are preferably.~~ The guide pins are distributed symmetrically, ~~i.e. for example, 3, 6, 9, or 12~~ guide pins are distributed over the circumference of the hub.

[00024] A form fit between the sliding elements and the radial grooves which can be subjected to high dynamic loading is obtained when the sliding elements, ~~i.e. or~~ the guide pins, are of planar design in the region bearing against the side wall of the radial grooves. Contact seating of the friction ring on the hub can thus be dispensed with, with the effect that removal without any problems is possible even in the case of a shrunken friction ring.

[00025] Due to the high redundancy which results from the relatively large number of form-fit connections, increased safety of the form fit overall is ensured,~~which.~~ That turns out to be an advantage ~~worth mentioning, in particular~~ in the event of a possible incorrect assembly.

[00026] The small space required for accommodating the sliding elements on the one hand, and for incorporating the radial grooves on the other hand, permits the use of these form-fit connections in virtually all types of disk construction.

[00027] Further advantageous designs of the invention are characterized in the subclaims.

[00028] Exemplary embodiments of the invention are described below with reference to the attached drawings, in which: Other aspects of the present disclosure will become apparent from the following descriptions when considered in conjunction with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

[00029] ~~figure~~ Figure 1 shows a partial detail ~~cross-section view~~ of a brake disk, according to the invention in a longitudinal section, ~~present disclosure.~~

[00030] ~~figure~~ Figure 2 shows a ~~cross-section through the brake disk according to figure 1~~ view along line II-II in figure 1, Figure 1.

[00031] ~~figure~~ Figure 3 shows a ~~further exemplary partial cross-section view of another embodiment of a brake disk in a partial detail shown in longitudinal section, according to the present disclosure.~~

[00032] ~~figure~~ Figure 4 shows a ~~cross-section through the brake disk according to figure 3~~ view along line IV-IV in figure 3, Figure 3.

[00033] ~~figures~~ Figure 5 and 6 show further examples of the invention in each case in a view corresponding to sections II-II and IV-IV, respectively, shows a view, similar to Figure 2, of another embodiment of a brake disk, according to the present disclosure.

~~033~~[00034] Figure 6 shows a view, similar to Figure 2, of another embodiment of a brake disk, according to the present disclosure.

~~034~~[00035] figure 7 shows several exemplary embodiments of a detail of the brake disk in each case in a perspective view. Figures 7a) -7d) show illustrative shapes and configurations of sliding elements, according to the present disclosure.

DETAILED DESCRIPTION

~~035~~[00036] Shown in ~~figures~~ Figures 1 to 6 is ~~are~~ illustrative embodiments of an axle-mounted brake disk, which in its basic construction consists in each case of embodiments include a hub 1 ~~[[;]]~~ having an axially extending hub body 3 and an encircling hub flange 2

extending radially thereto, and of a. Also included is at least one friction ring 7 which is fastened to the hub 1 by means of clamping bolts 4.

~~036~~[00037] ~~To this end, the~~The clamping bolts 4 are passed through a clamping ring 5 arranged opposite the hub flange 2, through a connecting lug or flange 12~~[[;]]~~ assigned to each clamping bolt 4~~[[;]]~~ of the friction ring 7 and through the hub flange 2, ~~the~~. The connecting ~~lug flange 12 having includes~~ a through-hole 6 for passing the clamping bolt 4 through and ~~being clamped~~clamping the clamping bolt 4 in place between the clamping ring 5 and the hub flange 2.

~~037~~[00038] ~~A radial groove 11 is provided in the connecting flange 12 in the region of each through-hole 6, this radial.~~ Radial groove 11, ~~in the exemplary embodiment shown in figures~~as shown in Figure 1, ~~extending extends~~ outward toward a center longitudinal axis of the hub starting from the through-hole 6 relative to a pitch circle diameter 13, and on which the clamping bolts 4 or the through-holes 6 are arranged in a symmetrically distributed manner.

[00039] In the ~~exemplary~~illustrative embodiments according to ~~figures~~Figures 3 and 4, the a respective radial groove 11, ~~likewise starting from the through-hole 6, extends inward toward the center longitudinal axis of the hub 1.~~

[00040] Guided in the radial groove 11 is a sliding element 8 in the form of a guide pin which, with its shank 9, rests in an axially secured manner parallel to the longitudinal axis of the clamping bolt 4 in an insertion hole 14 of the hub flange 2.

~~040~~[00041] ~~Integrally formed on its~~a free end of sliding element 8 is a head 10, which in cross section ~~preferably has~~may have the shape of a polygon, ~~preferably such as a square or hexagon,~~ and has at least two opposite parallel sides which bear against the associated side walls of the radial groove 11.

~~041~~[00042] ~~A thermally induced radial expansion of the friction disk 7 is therefore possible without any problems, also because the through-hole 6 of the connecting~~ lug flange 12 is ~~correspondingly oversized~~ relative to the shank 9 of the clamping bolt 4, so that there is also sufficient play ~~here~~. On account of the engagement of the sliding elements 8 in the radial grooves 11, a centering of the friction disk 7 is always ensured.

~~042~~[00043] ~~It is~~As shown in ~~figures~~each of the illustrative embodiments of Figures 5 and 6

that, the radial groove 11 is arranged outside the through-hole 6, starting from the a side facing the hub 1. ~~In this case, the~~The radial groove 11, in the ~~exemplary illustrative~~ embodiment according to figure 5, is incorporated in a lug 15 which is integrally formed laterally on the connecting flange 12, ends at a distance from the hub 1 and permits ~~especially a~~ simple fitting of the sliding element 8.

[00044] ~~The design of the~~Illustrative embodiments of sliding elements 8 as guide pins is reproduced by way of example in figure 7are shown in Figures 7a)-d).

[00045] Shown under a)in Figure 7a) is the simplest form of such a sliding element as a straight pin. A standard part, for example, may be used for this purpose. The ~~example~~Shown in Figure 7b) is an embodiment of a sliding element ~~shown by b)~~8 that corresponds to ~~that in figure~~the illustrative embodiment shown in Figures 3 and 4, having a square head 10 adjoining a cylindrical shank 9 and resting in the respective radial groove 11 of the friction ring or disk 7.

[00046] ~~This is likewise the case with the sliding element designated by c),~~Shown in Figure 7c) is a sliding element in which the head 10 resting in the radial groove 11 has ~~the a~~ cross cross-section of a hexagon. ~~The~~Shown in Figure 7d) is a sliding element including a head 10 ~~of the example d)~~ is designed as having a cross-section of a cylinder, as is its ~~does~~ shank 9.

[00047] The sliding elements ~~b), c) and d)~~shown in Figures 7b)-d) may be produced from a semi-finished product, for example from a square, hexagonal or round steel bar, on which ~~the a~~ cylindrical shank 9 is turned.

[00048] ~~In principle, it is also perfectly~~It is also possible to use other suitable standard parts or semi-finished products that can be correspondingly machined.

[00049] Although the present disclosure has been described and illustrated in detail, it is to be clearly understood that this is done by way of illustration and example only and is not to be taken by way of limitation. The scope of the present disclosure is to be limited only by the terms of the appended claims.

List of designations

- 1 — Hub
- 2 — Hub flange
- 3 — Hub body
- 4 — Clamping belt
- 5 — Clamping ring
- 6 — Through hole
- 7 — Friction ring
- 8 — Sliding element
- 9 — Shank
- 10 — Head
- 11 — Radial groove
- 12 — Connecting flange
- 13 — Pitch circle diameter
- 14 — Insertion hole
- 15 — Lug

~~Patent claims~~ WE CLAIM:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) ~~A brake disk, especially for a rail vehicle, comprising at least one friction ring (7) which is provided with radial grooves (11) and is fastened by means of clamping bolts (4) to a hub (1), which can be secured to a shaft, or a wheel disk, sliding elements (8) connected to the hub (1) or the wheel disk engaging in the radial grooves (11) for the anti-rotation locking and the centering of the friction ring (7), characterized in that each sliding element (8) is designed as a guide pin which is produced from a semi-finished product or standard part and extends with its shank (9) parallel to the axis of the clamping bolt (4).~~ A brake disk for a rail vehicle, the brake disk comprising:

a hub;

at least one friction ring having radial grooves and fastened by a clamping bolt to the hub;

sliding elements having a shank and being connected to the hub, the sliding elements engaging in the radial grooves for anti-rotation locking and centering of the at least one friction ring, and the sliding elements extending parallel to an axis of the clamping bolt.

2. (Currently Amended) The brake disk as claimed in claim 1, ~~characterized in that wherein each radial groove (11), starting from a through-hole (6) of the friction ring (7), and through which through-hole (6) the clamping bolt (4) passes, is extended outward or inward toward the~~ a center longitudinal axis of the hub (1).

3. (Currently Amended) The brake disk as claimed in either of the preceding claims, ~~characterized in that~~ Claim 1, wherein each sliding element (8) is arranged in an insertion hole (14) of the hub (1), preferably a hub flange (2), or of the wheel disk.

4. (Currently Amended) The brake disk as claimed in one of the preceding claims, ~~characterized in that~~ Claim 1, wherein each sliding element (8) has includes a head

(10) which is guided in the ~~an~~ associated radial groove ~~(11)~~.

5. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that~~ Claim 1, wherein each radial groove ~~← or = about~~ has a width of 10 mm.

6. (Currently Amended) The brake disk as claimed in ~~one of claims 1 to 5,~~ ~~characterized in that the~~ Claim 1, wherein each sliding element (8) is designed as a straight pin.

7. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that the~~ Claim 1, wherein a head (10) of each sliding element (8) is designed as has a polygon, preferably as cross-section of a square ~~or hexagon~~.

8. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that the~~ Claim 1, wherein a head (10) of each sliding element (8) has includes two sides which run parallel to one another and bear against the side walls of the ~~respectively~~ an associated radial groove ~~(11)~~.

9. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that~~ Claim 1, wherein each sliding element (8) with includes a polygonal-shaped head ~~is produced from a polygonal steel, and~~ a cylindrical shank (9) ~~being~~ integrally formed with the polygonal-shaped head by machining.

10. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that~~ Claim 1, wherein the sliding elements (8) are arranged in a symmetrically distributed manner over the a circumference of the hub.

11. (Currently Amended) The brake disk as claimed in ~~one of the preceding~~ ~~claims, characterized in that~~ Claim 1, wherein one of 3, 6, 9 ~~or and~~ 12 sliding elements (8) are

provided.

12. (Currently Amended) The brake disk as claimed in ~~one of the preceding claims, characterized in that more than 6~~Claim 1, wherein at least seven sliding elements (8) are provided.

13. (Currently Amended) The brake disk as claimed in ~~one of the preceding claims, characterized in that~~Claim 1, wherein the number of sliding elements (8) corresponds to the number of clamping bolts (4).

14. (New) The brake disk as claimed in Claim 1, wherein each sliding element is a guide pin.

15. (New) The brake disk as claimed in Claim 1, wherein each radial groove, starting from a through-hole of the friction ring and through which through-hole the clamping bolt passes, is extended inward toward a center longitudinal axis of the hub.

16. (New) The brake disk as claimed in Claim 1, wherein each sliding element is arranged in an insertion hole of a hub flange.

17. (New) The brake disk as claimed in Claim 1, wherein a head of each sliding element has a cross-section of a hexagon.

18. (New) The brake disk as claimed in Claim 1, wherein a head of each sliding element has a cross-section of a polygon.

19. (New) The brake disk as claimed in Claim 9, wherein the polygonal-shaped head is produced from polygonal steel.